(SHRI MALLIKARJUN): (a) A large number of passengers do travel between Delhi and different parts of Haryana.

(b) to (d) One pair of EMU has been introduced between Ballabgarh-NewDelhi Delhi-Shakurbasti w.e.f 29-1-1992. In addition, Sikar-Loharu Delhi Sainik Express (Also serving Haryana) is being introduced we.ef. 1-7-1992.

Railway over bridge on level crossing

3192. SHRI V. GOPALSAMY:
SHRI S. VIDUTHALAI VIRUMBI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is no over bridge on the Level Crossing on N.H. 47 (100Km) Tirunelveli-Thachanallur in Tamil Nadu; and

(b) if so, what steps Government are taking to construct the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes Sir.

(b) The Railways undertake construction of road over bridges in replacement of level crossings for which proposals are sponsored by the concerned State Governments, agreeing to sharing of cost for such works as per rules. No firm proposal in this regard has been received from the State Government so far.

देश में रेल पुल

3193. डा० बापू कालदाते : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में ऐसे कितने रेल-पुल हैं जो आठ वर्ष से अधिक पुराने हैं और जिन्हें दोबारा बनाए जाने की आवश्यकता है ;

(ख) क्या सरकार ने इस संबंध में कोई सर्वेक्षण कराया है ;

(ग) यदि हां, तो उसका ब्योरा क्या है ;

(घ) क्या यह भी सच है कि मुम्बई और ईगतपुरी के बीच एक नदी पर एक ऐसा पुराना पुल है जिसे दोबारा बनाए जाने की आवश्यकता है ;

(ङ) क्या सरकार के पास देश में ऐसे सभी पुराने पुलों का पुनर्निर्माण करने के संबंध में कोई प्रस्ताव है ; और

(च) यदि हां, तो इसका ब्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन): (क) 55 पुलों की पुनर्निर्माण के लिए पहचान की गई है।

(ख) और (ग) जी हां । सभी पुलों का निरीक्षण प्रति वर्ष किया जाता है ताकि ऐसे पुलों की पहचान की जा सके जिनका पुनर्निर्माण करना । जिन्हें सुदृढ करना/जिनकी मरम्मत करना अपेक्षित होती है ।

(घ) जी नहीं ।

(ङ) और (च) पुराने पुलों का पुनर्निर्माण तभी शुरू किया जाता है जब उनकी हालत को देखते हुए ऐसा करना अपेक्षित होता है । ऐसे कार्यों को उनकी प्राथमिकताओं के अनुसार रेलवे के वार्षिक निर्माण कार्यक्रम में शामिल किया जाता है ।

Closure of Metre Gauge lines by Railways

3194. SHRI RAJUBHAI A. PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of kilometres of metre gauge lines permanently closed so far by each Zonal Railway.

(b) whether it is a fact that after closing the lines, the rail and space remain unutilised for years together; if so, the details of land available for other purposes;

(c) the action taken or proposed to be taken to auction such vacant plots or to rent the land for other commercial purposes; and

(d) if answer to part (c) above be in the negative, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The kilometres of metre gauge lines permanently closed are as under:—

Northern Railway	22 Kms.
North Eastern Railway	47 Kms.
Northeast Frontier Railway	66 Kms.
Southern Railway	13 Kms.
Western Railway	165 Kms.

(b) No, Sir. Dismantling/disposal of the track and materials and relinquishment of the land rendered surplus to Railways' future requirements are done at the earliest opportunity.

(c) and (d) As per extant rules, surplus railway land is relinquished to the State Government at current market value after ascertaining that the land is not needed by any Central Government Department.

मध्य प्रदेश में पूरे और आधे रेक प्वाइंट वाले स्टेशन

3165. **श्रीमती रत्नकुमारी :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में पूरे और आधे क प्वाइंटों की मौजूदा संख्या कितनी है ;

(ख) क्या मध्य प्रदेश सरकार ने केंद्रीय सरकार से इन प्वाइंटों की संख्या बढ़ाने के लिए अनुरोध किया; और

(ग) यदि हां, तो सरकार इस संबंध में क्या कार्यवाही कर रही है ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) पूर्ण रेक प्वाइंट:

ब०ला०—50

मी०ला०—2

आधा रेक प्वाइंट :

ब०ला०—13

मी०ला०—5

(ख) जी, हां।

(ग) टर्मिनल सुविधाओं का विकास किया जा रहा है बशर्ते धनराशि और यातायात उपलब्ध हो।

Post of Vigilance Inspector

3196. SHRI MOHAMMED AFZAL *alias* MEEM AFZAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the post of Vigilance Inspector is a tenure post;

(b) if so, the period thereof;

(c) whether it is also a fact that almost all Vigilance Inspectors in Northern Railway have been working as such for more than a decade; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Yes, Sir. The normal tenure of Vigilance Inspectors is four years extendable upto six years meriting such consideration. The extension of the tenure beyond six years is granted in exceptional cases for the reasons such as that the incumbent is due to retire within a period of one year or so; to cover the process of selection; and that the incumbent did good cases of investigation against senior people and it is feared that he may be victimised on rehabilitation, etc.

(c) and (d) No, Sir. At present, there are 34 Inspectors working in Northern Railway. Out of these, three have completed tenure of six years